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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

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**INFORMATION REPORT**

CD NO.

COUNTRY USSR (Saratov Oblast)

DATE DISTR. 15 September 1949

SUBJECT Uritski Railroad Car Plant Located near Engels

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ACQUIRED [REDACTED]NO. OF ENCLS. 1  
(LISTED BELOW)

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SUPPLEMENT TO  
REPORT NO.

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**I. Location of the Plant**

1. The plant is located south-southeast of ENGELS (51°30'N/46°05'E), approximately three miles from the railroad station and two miles from the outskirts of town. A military airfield and flying school is northeast of the plant. The ENGELS-SARATOV (51°34'N/46°02'E) railroad line, which is allegedly double-tracked, runs along the western border of the plant. Spurs from this double-track line lead into the plant area (see annex).

**II. Plant History**

2. Some of the machinery of the Krasny Profintern railroad car plant in ORDZHONIKIDZEGRAD (35°19'N/34°19'E) was moved into the former railroad repair shops near ENGELS in the winter of 1940-1941. Until the occupation of ORDZHONIKIDZEGRAD, only 30 percent of the machinery and 70 percent of the workmen had been evacuated.
3. Despite the fact that machines from other abandoned plants were transferred to the Uritski shop, it was still unable to resume production at the end of 1942. Machinery from the United States arrived early in 1943 and operations were begun, but some necessary electric equipment was still lacking.
4. Electrical equipment from dismantled German machines was installed in the plant during the period from 1946 to the middle of 1947.
5. Since 1945 the plant has been completely re-equipped and restored. Some machines dismantled in the KALININGRAD (54°45'N/20°30'E) railroad car plant have allegedly been installed in the Uritski plant.

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6. Construction work was still in progress in 1948 and the plant was not yet operating at full capacity.

#### IV. Plant Installations

7. Various railroad tracks and a plant-owned locomotive are included in the installations.
8. Departments in the plant include the following (numbers correspond with numbers on sketch):

- 1a - Administration building and technical designing office: a four-story building, approximately 330 x 65 feet.
- 1b - Administration building and plant kitchen: a four-story building, approximately 330 x 65 feet.
- 2 - Transformer station: a stone building, 130 x 30 feet, for 220 volt, three-phase current, 10 to 15 percent under-voltage.

- 3 - Compressor department: 100 x 50 feet, equipped with a German compressed air generator.

- 4 - New construction, foundation finished. Work on this building was suspended at the time of observation (from [redacted] and future use is unknown.

- 5 - Forge, steel construction, 500 x 160 feet. Installations include:

- 6 annealing furnaces (8x6x6 $\frac{1}{2}$  feet and 5x3x3 feet)
- 6 to 8 forge fires
- punching machines
- 1 heavy electric hammer
- pneumatic hammer and chisels
- 1 electric railroad car spring machine

#### Production includes:

- Plate springs
- Buffer springs
- Drawbars
- Fittings
- Tooling of plates for railroad car superstructures
- Belts
- Railroad car frames

#### Side products are:

- Large quantities of small zinc sheets (150 mm in diameter, 2 to 3 mm gauge) and zinc plates (14 inches in diameter, 10mm gauge)

#### NOTE ON PRODUCTION OF SPRINGS:

Single pieces are punched from strips measuring 11 $\frac{1}{2}$  feet x 4 inches x 4/5 inch. The longest pieces measure 40 inches and the shortest pieces 17 $\frac{1}{2}$  inches. These pieces are chamfered in a longitudinal direction. Ten pieces are piled in small spring bundles. Seven brigades, each composed of two Pws, and fifteen brigades, of two Russians each, are employed in this work. The quota for each Pw brigade was 15 bundles.

#### NOTE ON PRODUCTION OF SPRING CLIPS:

Clips 8 inches wide were forged by hand from 20 mm gauge steel plates. Heating was in oil-fueled furnaces. The

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quota for a three-man brigade was 100 pieces per shift and there was no difficulty in meeting the quota.

NOTE ON BUFFER SPRING PRODUCTION:

Right-angle triangles (hypotenuse 86 inches, smaller side of triangle 70 inches) were cut from 20 mm gauge steel plates. These pieces were brought to white heat and turned into spirals on special machines; they were then chilled in water and placed in a sand pit. The quota for a three-man brigade, composed of one transportation workman and two men servicing the machines, was 40 pieces per shift.

- 6 - Boiler house, 100 x 115 feet, with a 50 foot high smoke stack and one boiler.
- 7 - Mechanical and repair department, a 500 x 260 foot steel framework building with the following sub-departments:

Lathe shop

Electro-technical department (checking machines and repairs)

Tool forge for plant requirements

Repair of machines for plant requirements

NOTE: The drilling machines, lathes, and rapidcutting machines in this department are all of German make. In addition to repair work, screws and hinges for railroad car superstructures were manufactured.

- 8 - Railroad car assembly department was approximately 650 x 160 feet and included the following equipment:

- 10 drilling machines
- 25 electric welding machines
- 10 to 15 lathes
- Traveling crabs

Actual assembly was done on two tracks running lengthwise through the workshop and was as follows:

First track: first stage of work - welding frames  
second stage of work - mounting frames  
third stage of work - lining walls  
fourth stage of work - letting roof

The car was then moved out of the shop and returned on the second track. About 12 cars were on the track at one time.

Second track: laying floor boards  
painting car  
oiling undercarriage  
checking brakes

The completed railroad cars were then moved to a siding south of the shop and left in trains of about 50 railroad cars each.

No repair work was observed from the end of 1945 to the beginning of 1947. Construction and repair work on old cars was seen during the period from the end of 1947 to the middle of 1948.

- 9 - Wheel set assembly department: building of steel construction, approximately 500 x 160 feet, equipped with

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about 40 lathes, most of which were of German make. Work in this department consisted of tooling of axles (8 inches in diameter, 48 inches long), wheels, wheel rims, and assembly of wheel sets.

- 9a - Warehouse, about 260 x 130 feet, for storing single parts used for railroad car assembly, such as buffers, axles, springs, screws, and fittings. The warehouse was equipped with a traveling crane of 15 tons load capacity.
- 10 - An unfinished building of steel construction, 500 x 160 feet. Soviet engineers stated that this is scheduled to be a foundry. Foundry products were still supplied from outside castings.
- 11 - Storage place for T and channel iron, hoop iron, buffers, brake blocks, and other castings.
- 12 - Wood yard. Stored woods included floor boards for railroad cars.
- 13 - Storage place for machines dismantled in Germany. (Lathes, drilling machines, electric motors)
- 14 - PW Camp 368/14
- 15 - Garage: used to house the plants' motor equipment, which consisted of 10 ZIS trucks, 2 tudebaker trucks, and 1 caterpillar tractor.
- 16 - Brick factory: installations included 2 furnaces, 2 presses, and 24 drying chambers.

The quota for one press was 20,000 bricks per shift. This quota could not be fully met. There were 150 workmen in each shift. There were two 8-hour shifts. Three 8-hour shifts worked on the furnaces.

- 9. The location of an allegedly newly built power station with a 160-foot-high smoke stack was not accurately recorded. It was said to have been completed at the end of 1947.
- 10. According to one source, the plant had its own Diesel power plant. Another source maintains that power was supplied by the ENGE S Power Station.

V. Production:

- 11. Various types of railroad cars, including freight cars of 20, 40, and 60-ton load capacity, were produced. Some of these cars were boxcars, some platform cars, and some were equipped with a tilting half-size sideboard. All cars were equipped with automatic couplings.
- 12. All sources agree that the monthly production was 120 to 150 railroad cars. The planned future capacity is indicated at 300 railroad cars.
- 13. A new car model was being designed early in 1948. Plans for this car provided a self-discharging device and seven hatches at the lower edge of the sidewall.

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14. PWs had a work quota of 70 to 80 hatch covers per shift.

15. The following parts were produced in the plant itself:

Railroad car frames made of double T girders,  
bridge 10 inches, flange 6 inches.  
Steel spring plates  
Turning of supplied axle blanks  
Turning of wheel sets  
Wheel rims  
All wooden parts  
Superstructures of the cars, made of 3 mm sheet metal

16. The following material was supplied from outside plants

Wheel sets, unfinished  
Wheel cases  
Automatic couplings  
Buffers  
Cases for pneumatic brakes  
Steel plates  
Undercarriages  
Angle iron

17. The production of single parts was often interrupted. The quota could be filled only in the last ten days of the month, at which time extra shifts were added. Parts originally sorted as scrap were salvaged and reused.

#### VI. Working Force and Working Time

18. Statements on the number of employees vary. Approximately 2,000 workmen may be employed in the production departments and from 500 to 700 men may be assigned to construction work.

19. Work was done in three shifts of 8 hours each.

#### VII. Security Measures

20. The plant is surrounded by a high board fence and is guarded by civilian sentries.

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Comment:

The annexed sketch of the plant was made by source [redacted] from memory. Numbers 9a, 15, and 16 were added but in all other respects the sketch agrees exactly with drawings made by other sources.

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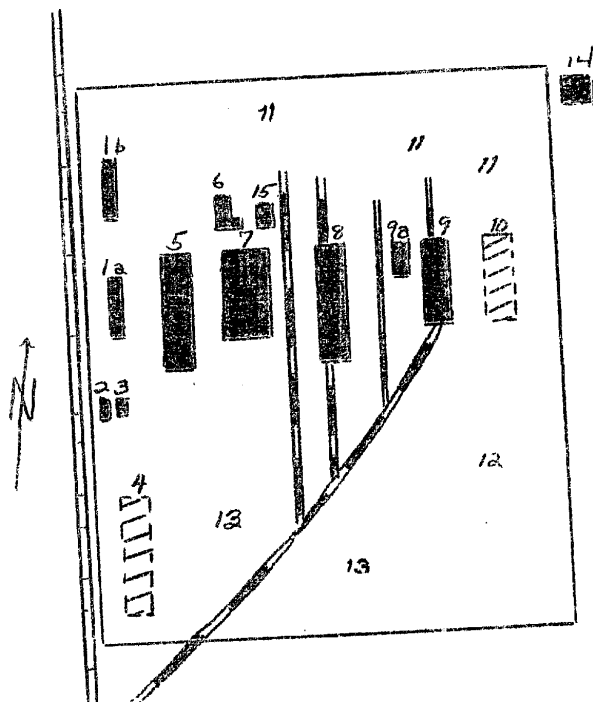
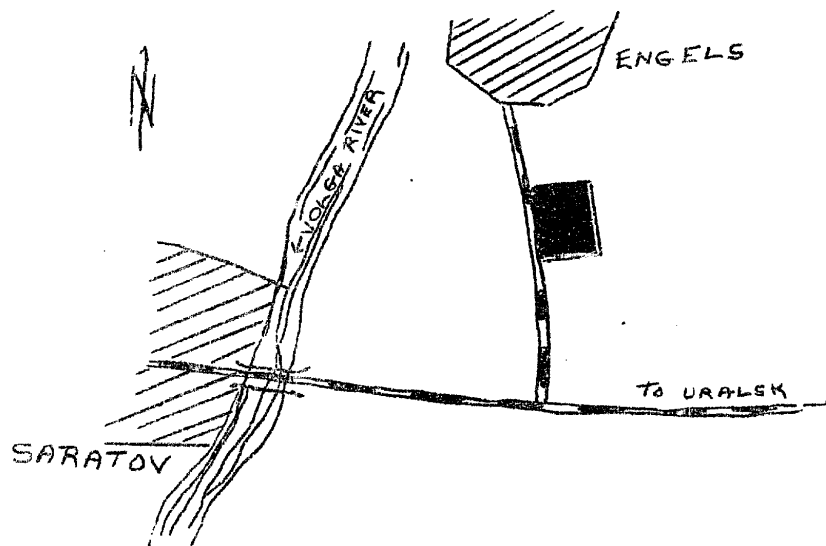
Attachment: Uritskii Railroad Car Plant (sketch)

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Sketch of Uritski Railroad Car Plant



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